# RAILROAD NEWS.

Santa Fe Considering New Daily Transcontinental Train.

Will Carry Nothing But Mail, Baggage and Express.

## TOPEKA NEEDS CHANGE

Afternoon Westbound Service is Now Very Weak.

Running Schedule of No. 1 May Be Reduced.

Instead of running a fourth daily transcontinental passenger train, it is likely that the Santa Fe road will put

Peculiar Power Possessed by a New Medicine.

Of new discoveries there is no end, but one of the most recent, most remarkable and one which will prove invaluable to thousands of people is a discovery which it is believed will take the place of all other remedies for the cure of those common and obstinate diseases, dyspepsia and stomach troubles. This discovery is not a loudly advertised, secret patent medicine, but is a scientific combination of wholesome, perfectly harmless vegetable essences, fruit salts, pure pepsin and bismuth.

Are Advanced.

New York, Feb. 5.—At a meeting of the board of directors of the New York central and Hudson River Railroad company, held today, william C. Brown, the president value of the Lake Shore and Michigan Southern was made third vice president of the New York Central and Hudson River Railroad company, held today, william C. Brown, the president value of the Lake Shore and Michigan Southern was made third vice president of the New York Central and Hudson River Railroad company, held today, william C. Brown, the president value of the Lake Shore and Michigan Southern value of the Lake Shore and Michigan Southern value of the Lake Shore and Michigan Southern value of the New York Central and Hudson River Railroad company, held today, william C. Brown, the president and general manager of the Lake Shore and Michigan Southern value of the New York Central and Hudson River Railroad company, held today, william C. Brown, the president value of the New York Central and Hudson River Railroad company, held today, william C. Brown, the president value of the New York Central and Hudson River Railroad company, held today, william C. Brown, the president value of the New York Central and Hudson River Railroad company, held today, william C. Brown, the president value of the New York Central and Hudson River Railroad company, held today, william C. Brown, the president value of the New York Central and Hudson River Railroad company, held today, william C. Brown the lotation of the New York Central and Hudson River Railroad company, wi

These remedies are combined in loxenge form, pleasant to take and will preserve their good qualities indefinitely, whereas all liquid medicines rapidly lose whatever good qualities they may have had as zoon as uncorked and exposed to the air.

This preparation is called Stuart's Dyspepsia Tablets and it is claimed that one of these tablets or lozenges will digest from 200 to 2,000 times its own weight of meat, eggs and other wholesome food. And this claim has been proven by actual experiments in the following manner: A hard boiled egg cut into small pleces was placed in a bottle containing warm water heated to 38 degrees (or blood heat), one of these tablets was then placed in the bottle and the proper temperature maintained for three hours and a half, at the end of which time the egg was as completely digested as it would have been in a healthy atomach. This experiment was undertaken to demonstrate that what it would do in the bottle it would also do in the stomach, hence its unquestionable value in the cure of dyspepsia and weak digestion. Very few people are free from



der the shoulder blades, extreme nervousness as in nervous dyspepsia, but they all
have same cause, failure to properly digest
what is eaten. The stomach must have
rest and assistance, and Stuart's Dyspepsia Tablets give it both, by digesting the
food for it and in a short time it is restored to its normal action and vigor. At
same time the tablets are so harmless that
a child can take them with benefit. This
new preparation has already made many
astonishing cures, as for instance, the following:

astonishing cures, as for instance, the following:

After using only one package of Stuart's Dyspepsia Tablets I have received such great and unexpected benefit that I wish to express my sincers gratitude. In fact it has been six months since I took the package and I have not had one particle of distress or difficulty since. And all this in the face of the fact that the best doctors I consulted told me my case was Chronic Dyspepsia and absolutely incurable as I had suffered 5 years. I distributed half a dozen packages among my friends here who are very anxious to try this remedy.

train to carry nothing but mail and ex-"At present we run five baggage, mail and express trains on No. 7, be-sides a smoker, a chair car, a tourist and a standard. On No. 1 we have a baggage and express car, a smoker, chair car, three tourists and two stan-

chair car, three tourists and two standards.

"We are also forcing our California Limited, No. 3, to carry a mail car, which it is not supposed to do. It also carries its own baggage in the composite car, and has a diner, three sleepers and an observation car.

"There is no necessity for another passenger train to the coast provided we can throw a lot of our baggage,mail and express business to a special train. "The California business of the Santa Fe is growing immensely, and our accommodations are insufficient. It has not been fully decided whether the California Limited will run daily throughout the summer, but I think it is likely. It will run twice a week without a doubt. The California business is naturally lighter in summer than in winter."

### FROM J. D. BEACHTEL. Writes Concerning the Missouri Pacific's Denver Extension.

Instead of running a fourth daily transcontinental passenger train, it is likely that the Santa Fe road will put into service within a short time a daily mail and express train from Chicago to the Pacific coast.

This will enable the present transcontinental trains to carry less mail and baggage, and thereby keep closer to schedule time than is at present possible.

If the new mail and express train is put on, it will probably be arranged to pass through Topeka about 2 in the afternoon, thus greatly improving the west-bound afternoon Santa Fe service, which is now very weak out of Topeka. If the new train is not put on, it is likely that the schedule of train No. 1, which reaches Topeka west-bound at 1:15 p. m., will be changed so that this train will make a slower trip and reach copies later in the afternoon. At present No. 1 is too neavy and too fast to sharing with the same speed as No. 5 it would reach two hours faster between Chicago and two hours faster between Chicago and the same speed as No. 5 it would reach thought house the company to locate both in a neighbor which is not put on, it is not oneavy and too fast to mearly every day.

Train No. 1, the California train, which reaches Topeka at 1:15, is about two hours faster between Chicago and two hours faster between Chicago and two hours faster between Chicago and the same speed as No. 5 it would reach though the proposed may be a sense of the proposed may be a sense of the company. Now the same speed as No. 5 it would reach the same speed as No. 5 it would reach the same speed as No. 5 it would reach the same speed as No. 5 it would reach the same speed as No. 5 it would reach the same speed as No. 5 it would reach the same speed as No. 5 it would reach the same speed as No. 5 it would reach the same speed as No. 5 it would reach the same speed as No. 5 it would reach the same speed as No. 5 it would reach the same speed as No. 5 it would reach the same speed as No. 5 it would reach the same speed as No. 5 it would reach the same speed as No. 5 it wo

# IMPORTANT CHANGES.

High Officials of New York Central Are Advanced.

Mr. Brown will give up his position as general manager of the Lake Shore company, but will retain the vice presidency of that read and the Lake Erie and Western company. Within a short time and as soon as the necessary changes can be made for bringing Mr. Brown to New York, P. S. Blodgett, the present general superintendent of the New York Central and Hudson River railroad will be transferred to Cleveland and will be made general manager of the Lake Shore and Michigan Southern Railway company and of the Lake Erie and Western Railroad company. A. P. Smith, the present general superintendent of the Lake Shore and Michigan Southern railway and the Lake Erie and Western railway, will be transferred to New York and take the general superintendency of the New York Central. The vacancy thus created in the general superintendency of the Lake Shore and Lake Erie and Western company has not yet been arranged for, but it is expected that some one to fill the place will be selected in a few days by the new general manager, Mr. Blodgett.

GOVERNMENT DON'T LIKE IT.

May Make Trouble For the Military Rate Pool.

It is likely that the war department will effect radical changes in the rating and routing of the movement of troops over the eastern and western roads.

The routing and rating of troops has caused the government authorities considerable trouble. The railroads have been attempting to pool this business for several years and the war department has been trying to defeat the plans of the trusportation managers.

The army officers, it is said, will in future ignore any bid for transportation of troops that does not quote charges as in the sate smale for parties of ten or more persons, which is 2 cents a mile. The government claims the right to settle all movements on the party rates basis in case bids are not lower than that stundard.

Several court decisions are to the effect that the railroads must not discriminate in quoting party rates, but must allow them to any party of ten or more. The passenger agents say they have no objection to allowing the party rates for soldier business, but object to being forced to allow this rate in addition to the concessions which must be made by government land grant roads.

NO MORE TIPS.

### NO MORE TIPS. Santa Fe Will Protect Its Patrons Against Hold-Ups.

Hereafter waiters in dining cars and in eating houses connected with the Santa Pe railroad will not be permitted to solicit by word or action tips from patrons.

An order has just been sent out from the dining car department of this sys-tem instructing conductors of cars and managers of station restaurants to carefully watch the actions of waiters when they are serving meals, and if there is the slightest suspicion that any of them is attempting to force tips either through inattention or other of-fensive actions the sullive actions.

fensive actions the guilty person is to be instantly discharged.

Recently there has been considerable complaint from patrons of all the rail-roads about poor service where no tips A majority of the complaints are of black waiters, it is charged, that has caused many of the railroads, hotels and restaurants to change to white help. The latter must be paid higher wages, but they are said to be more

wages, but they are said to be more satisfactory.

Speaking of the new order, an officer of the Santa Fe said:

"We are determined that every patron of the Santa Fe shall be treated alike and to this end we have issued the order against tip soliciting. We do not forbid our waiters from accepting fees or tips, but we insist that the same attention and service be accorded to the man who does not pay a waiter as that given the most liberal 'tipper.'

"The waiters are paid fair wages. There is a class of people who through principle will not tip a waiter. They argue that they pay for their meals, berths or whatever it may be, and that the employes in turn are paid to serve them."

struck himself under the right eye with a hammer Tuesday morning cutting a herihs or whatever it may be, and that the employes in turn are paid to serve them."

The Santa Fe maintains an elaborate and extensive system of dining cars and eating stations, and negro help is employed exclusively in the dining cars.

Waiters, porters and others in similar service allege that the tipping system is on the decline in the United States and for this reason they are demanding higher wages.

KANSAS MEN INTERESTED.

Another Alaskan Railway Project is Advanced.

Guthrie, O. T., Feb. 5.—The Alaska Southern Railroad company was chartered here today to operate a line from Eurroughs Bay, Alaska, to Laketon, B. C., a distance of 250 miles, with \$2,000,000 capital stock and with offices at Guthrie, Okla, and Danville, Ill. The incorporators are John W. Dalley, of Katchikan, Alaska; W. D. Ford, of Galena, Kan; John J. Campbell, F. L. Hill, W. I. and Allen Cooke, of Danville, Ill.; J. C. Strang, J. C. Hillson and C. H. Woods, of Guthrie.

Expect to Save Much Money.

Officials of the Santa Fe expect a great reduction in operating expenses to result from the improved facilities with which they have provided themselves for handling traffic, says an exchange. The company's new motive wife, Mrs. Gutsch has been ill for some wife, a springmaker. lost Tuesday because of the sickness of his wife. Mrs. Gutsch has been ill for some wife, a springmaker. lost Tuesday because of the sickness of his wife. Mrs. Gutsch has been ill for some wife, a springmaker. lost Tuesday because of the sickness of his wife. Mrs. Gutsch has been ill for some wife, a springmaker. lost Tuesday because of the sickness of his wife. Mrs. Gutsch has been ill for some wife, and country than the history to the silled to buriling and and couplers. Prank Gutsch has been ill for some wife.

Expect to Save Much Money.

Officials of the Santa Fe expect a great reduction in operating expenses by the state of the sinking from the improved facilities with which they have provided themselves for handling traffic, says an exchanga. The company's new motive power will practically all be in service in the sinking that the department expects to cut down the engine improvement in this respect is being imade in the current fiscal year, but next year full results should be obtained. The Santa Fe has suffered from relatively poor motive power since reorganization, and has been obliged to spend very large sums on maintenance of its locomotives every year. This has been true in a measure of freight equipment are being greatly improved now, and will be further bettered in the near future. Mr. Kendrick expects that the saving in the transportation department alone will equal the sinking fund of the debentures The Santa Fe has made comparisons so and the sinking fund of the debentures the expenses for betterments. This has the expenses for betterments. This has enabled the company to keep its total as expenses for betterments. This has enabled the company to keep its total as expenses for betterments. This has enabled the company to keep its total as expenses for betterments. This has enabled the company to keep its total as expenses for betterments. This has enabled the company to keep its total as expenses down and yet spend fully as much for pure maintenance as in 1900.

Transportation expenses so far show a declining tendency, which will become more marked in the next few months, especially as at this time last year the company by reason of the coal strike had to haul coal long distances for fuel purposes.

Small Wreck at Leonardswille.

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Leavenworth, Kan., Feb. 5.—News reached here yesterday of a wreck on the Leavenworth, Kansas & Western road, about 100 miles out at Leonardsville in Pottawatomie county. The road on the west end has been blockaded with snow for several days and while a train was coming in it was thrown off the track by snow and ice and two cars turned over. Henry J. Ortman, the mail clerk, was the only person injured. He was badly bruised. The train is still off the track. A wrecking train from this end was not able to get through to aid it.

ABOUT RAILROAD PEOPLE.

Engineer John Hand has been off a trip Emmett Sanders of the sterehouse is out with a bruised foot.

with a bruised foot.

Fred Dickinson has begun an apprenticeship in the brass corner.

Conrad Heise, an apprentice in the boiler
shop, was out Tuesday.

Machinist James Clark of the link gang
did not show up for duty Tuesday.

John M. Devlin of the brass corner
has been out sick for a short time.

The deput which is being built for the The depot which is being built for the Santa Fe at Bliss, Ok., is under roof.

F. C. Macgley, assistant general freight agent, was in Kansas City Tuesday.

The name of Mark Leach went on the rolls Tuesday as a coach track repairer.

F. S. Savage of the Santa Fe passenger offices went to Chicago Tuesday evening. J. J. Coleman, lumber and coal agent for the company at Chicago, was here Tuesday. Rert Webb, a machinist in Miller's gang, reported Tuesday after a lay off of a day or two.

T. M. Ramsdell, who inspects the pas-senger equipment, was around the shop

still unaccounted for.

Nels Olson of the blacksmithing department, who was obliged to lay off last week because of the sickness of his wife, is doing his work again.

John Taylor, a machinist who lost Monday, came in Tuesday, but felt so badly that he was obliged to give up the job and go home Tuesday noon.

D. Stockwell a packer in the store-

R. S. Stockwell, a packer in the store-nouse, who came in Monday after being sick nearly a week, went home unable to emain on duty Tuesday.

tructing conductors of cars and cars of station restaurants to be station of waiters are serving meals, and if the slightest suspicion that any if the slightest suspicion that any is attempting to force tips through inattention or other of-actions the guilty person is to antly discharged.

The station restaurants to be station of the subject of the subject of the subject of the complaints are of where negro waiters are emitted as the conficiousness of the structure of the subject of the paint shop three weeks, is still off, although he had planned to report for duty a week ago Monday.

Albert Nelson of the mill has been on the structure of the paint shop three weeks, is still off, although he had planned to report for duty a week ago Monday.

a day or two changing his place of residence from Chandler street to East Seward avenue, about two miles from town. Bernard Tohias, formerly a Santa Fe engineer and known to many of the older men here, but now with the company at Argentine, is in the hospital at this place.

J. M. Meade, resident engineer, has been on the Chicago division two or three days on business connected with his department. Tuesday he was in the Windy City.

R. M. Bacheller, general agent for the Santa Fe at St. Joseph, Mo., and L. A. Miller, commercial agent for the company at Atchison, were in Topeka Tuesday.

Charcoal and coke fires were numerous

Charcoal and coke fires were numerous around the shops Tuesday owing to the severe cold outside. They added much to the comfort of the men during the noon

hour.

John Reser, who works on engine trucks. struck himself under the right eye with a hammer Tuesday morning, cutting a gash an inch long. He was not obliged to ay off.

Roush to the foremanship of the Oklahoma division.

From nearly every department in the shops there were men off attending the funeral of Mark Withers Tuesday afterneon. More than a dozen of the men working in both the Santa Fe and Rock Island yards were in attendance.

George W. Cooper, who was sent to Schenectady, N. Y., two months ago to inspect locomotives which the American works was building for the Santa Fe, has returned and is again wearing a pair of jumpers around the shops.

Roscoe Jones, one of the boys in the air brake corner who lost his check in an unusual way the middle of last month, has received a duplicate of it, and now has a small tin box in which he intends to keep all bankable paper hereafter.

Robert Nightingale assistant day hostler, was hit on the head by the door at the roundhouse falling on him Tuesday. He was knocked down and out of service for the remainder of the day, although the injury was not considered serious.

Joseph Deddler, a tinner who tripped and fell while on his way to work one morning last week, receiving injuries to one arm which necessitated a rest, is at his bench again. He has also been troubled by the sickness of his wife and baby.

Peter Butler, who quit a job in the roundhouse here several weeks ago and departed for Las Vegas, Albuquerque, Pueblo and less Important cities, has returned to Topeka. He is much improved in bealth, but may not remain here.

Peter Schneder, a water service helper, who had about two weeks ago was

or two.

John Stheman of the wheel shop was off duty Tuesday.

Al Parker has been added to the list of machinist helpers.

Emmett Sanders of the storehouse is out Frank Pribble, foreman of the night of inspectors and coach cleaners, sent wor that he would be unable to take charge of his gang Tuesday night because of sich ness. He has been complaining for short time and it is believed is threatens

ness. He has been complaining for a short time and it is believed is threatened with pneumonia. Charles Cottman, an upholsterer, fell on the ice near the paint shop Monday night and sustained an injury to one of his knees which prevented his being at work Tuesday. The accident happened late in the evening after he had been putting in a little overtime. Conductor Peter Foster, who has been more than half sick a day or two, was pressed into service Tuesday because of a scarcity of men and went to Atchison in the morning, where he took the captaincy of the innes band special. Brakeman Capps was with him.

The ice houses which were recently built for the Santa Fe at a number of points west and southwest of here, have been received by the company. The one at Wellington has been filled already with ice from the Guthrie factory and at Purcell the supply will also be drawn from that plant.

Frank Schmidt, who formerly worked in

from the Guthrie factory and at Purceil the supply will also be drawn from that plant.

Frank Schmidt, who formerly worked in the boiler shop here but who expected to leave last week for Albuquerque. N. M., to take a job with the Santa Fe there, has changed his plans and left Tuesday for Colorado Springs, where he will go to work. He was accompanied by his brother Will of Glasgow, Mo.

Railroad men who return from Leavenworth say that the strife between the street car company and its striking employes has spread until many of the business men of the town have taken up the cause of the motorneers and conductors. They say that the boycott is so complete that scarcely anyone patronizes the cars. Even the soldiers at the Fort walk, and after 80 clock in the evening few cars are run in that direction for fear they may be wrecked.

On the limited (west bound) Tuesday the drawing room car "Kansas" occupied a prominent position from the fact not only of its name, but likewise because of its appearance. It was one of the most elegant pieces of equipment of that class that has been sent west for a long time, and that is saying a great deal, for railroad men who return from the east say that the Santa Fe is much ahead of the innes of that section in the kind of rolling stock which it places at the disposal of its pairons.

Ralph McNeill was the second candi-

lines of that section in the kind of rolling stock which it places at the disposal of its patrons.

Ralph McNeill was the second candidate for honors in the lately organized A. O. J., and, according to the reports of those connected with the exercises, proved himself acceptable. His lungs and backbone were in excellent condition and he gave an exhibition of wonderful nerve. John Nichels received three electric belts for being absent from the convocation. The next candidate is slated for next week and elaborate preparations are being made for him. The officers are: Grand judge, J. L. Chatham; grand exhausted thermometer, John Schneibel, grand conductor, Lee Gabler; keeper of wampus, Joseph Sieben; exalted ruler, John Taylor. Within the past week west bound passenger traffic has been enormous, owing partially to the cheap rates which the company inaugurated, but more to the fact that the time is about to expire within which persons who were fortunate in securing claims in the country opened last summer can settle upon them. On the Oklahoma division there is likewise an unusually big rush of general freight business. A man who came up from there the first of the week says that in a day he saw ten trains running doubleheaders southward, and the stuff which they were hauling was merchandise and goods of every kind. The stock movement is naturally not nearly so heavy now as at other times of the year.

BEAUTIFUL WOMEN

WHO ENDORSE PERUNA.



Miss Lenore Allen, 401 Dowell street, San Francisco, Cal., writes;

"I consider Peruna an infallible remedy for catarrhal diseases. For several years I have been troubled with influenza, especially during our rainy season. I used to catch cold so easily that I was afraid to be out when the weather was the least bit inclement, or in the evening air. But since I have used Peruna I have nothing whatever the matter with me.

"I am in perfect health, and find that Peruna acts as a tonic, and seems to throw all sickness and disease out of the body. I go anywhere now and in all kinds of weather, seem to have an iron constitutution and enjoy life because I enjoy perfect health. LENORE ALLEN.

ive., Memphis, Tenn., writes:

"From my early womanhood I have been troubled with occasional headaches. I took different powders and drugs, at times getting temporary relief. One of my friends advised me to

lief. One of my friends advised me to try Peruna, which I did. I soon found that my general health improved, and my entire system was toned up.

"I felt a buoyancy of body and lightness of mind I had not known before and my headaches have completely disappeared, and I have enjoyed perfect health for over a year, I gladly endorse Peruna."

MATTIE DOUGLASS.

Women from all parts of the United States and Canada are testifying daily to the virtue of Peruna. Only a few of

cures Peruna has made.

Mucous Membranes — Catarrhal Diseases Disappear Permanently.

The mucous membrane is to the inside of the body what the skin is to the outside of the body. It lines every organ duct and cavity. Catarrhal inflammation attacking one part is liable to spread to other parts. A neglected cold or slight catarrh is often the cause of linesering and denorrous catarrh. to the virtue of Peruna. Only a few of or slight catarrh is often the cathese letters can ever be published. lingering and dangerous catarrh.

Miss Mattie Douglass, 138 Thomas | Write for a book of testimonials of the | Women are naturally more susceptible to inclemencies of the weather than men. With them a cold is often the starting point of some severe petvic de-rangement, causing much pain and suf-

fering.

Every woman needs a remedy upon which she can rely to keep her system fortified against the trying weather of winter and early spring. If Perune, is taken at the first symptoms of a cold it will cure it before it develops into some annoying catarrhal derangement.

If you do not derive prompt and satisfactory results from the use of Peruna, write at once to Dr. Hartman, giving a full statement of your case and he will be pleased to give you his valuable advice gratis.

vice gratis.
Address Dr. Hartman, President of The Hartman Sanitarium, Columbus, O.

# TABLE AND KITCHEN.

Conducted by Lida Ames Willis, Marquette building, Chicago, to whom all inquiries should be addressed.
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Some Good Brown Cakes.

ANOTHER DRIED APPLE CAKE Soak the dried apples over night and in the morning chop fine, having two cupfuls; then simmer in two cups of molasses until apples are soft. Cream two cups of sugar with a scant cup of butter; add three well-beaten eggs; then the apples and molasses; half a pound of raisins, seeded, three cups of flour sifted with two teaspoonful each of cinnamon, cloves and grated nutmeg. Bake in very moderate oven as you would fruit cake.

PROWNIE'S CAKE

BROWNIE'S CAKE. BROWNIE'S CAKE.

One cup of brown sugar beaten to a cream with a half cup of butter; add the well-beaten yolks of four eggs and half a cup of strong, cold coffee. Ground cloves, cinnamon, allspice and nutmeg to taste; two and a half cups of flour sifted with two teaspoonfuls of baking powder, and last of all the whites of the eggs beaten to a stiff froth and folded in. Bake in two layers and fill in and ice with drak caramel or maple sugar leing.

CARAMEL ICING.

Put four cups of brown sugar in a saucepan with a cup of sweet cream or rich milk and boil until it will thread from a spoon. Take from the fire and beat until nearly cold and then put between the layers and over the cake.

CLOVE CAKE.

CLOVE CAKE.

Cream half a cup of butter with two cups of dark brown sugar; add the beaten yolks of four eggs and then half a pound of seeded and chopped raisins or figs; add half a cup of milk. Sift with two cups of flour, two teaspoonfuls of baking powder, a teaspoonful each of cinnamen, cloves and nutmeg. Stir this into the cake and beat to a smooth batter. Then fold in the whites of the aggs. Bake in a loaf in rather a of the eggs. Bake in a loaf in rather a

quick oven.
HONEY GINGERBREAD. quick oven.

HONEY GINGERBREAD.

Put one pound of honey, two and a third cups of brown sugar and quarter of a cup of water on to boil in a saucepan; when it boils add three-quarters of a pound of almonds, shelled, blanched and sliced. Remove from the fire and add half an ounce of cinnamon, a pinch each of cloves, mace and nutmeg, the grated rind of a lemon, quarter of a pound of citron, candied orange peel or preserved watermelon rind and an ounce of candied ginger root, all chopped fine. Then add one and one-half pounds of flour or enough to make quite a stiff batter. Let stand over night, then make into cakes and bake in a moderate oven. Make rather a thick syrup of sugar and water and brush the top of the cakes as soon as they come from the oven with this: sprinkle the top with chopped, grilled almonds.

CHOCOLATE CAKE.

Take two cups of sugar, three-

brush the top of the cakes as soon as they come from the oven with this; sprinkle the top with chopped, grilled almonds.

CHOCOLATE CAKE.

Take two cups of sugar, three-quarters of a cup of butter, three eggs, one cup of milk, half a cake of chocolate, one cup of water, a tenspoonful of vanilla, four cups of flour and two teaspoonfuls of baking powder. Grate the chocolate, add the water and four or five tablespoonfuls of sugar. Stir over the fire until it is smooth and glossy. Beat the butter to a cream with the sugar, add the chocolate mixture, then the well-beaten eggs, then the milk, and then the flour and baking powder. Mix smooth and bake in moderate oven in either loaf or layer. Add the vanilla to the chocolate when taken from the fire.

Food For the Sick.

A patient's food must be given as punctually as his medicine. It must not be ready too soon and spolled by waiting or over-cooking, or because it is

ready served to the patient too soon, nor delayed until the appetite is gone. When very light nourishment, such as liquids are served, they are given at more frequent intervals than when the invalid reaches a normal diet. There must be sufficient time for rest, however, between the feedings. It requires a close study to gauge to a nicety in cases of extreme debility and exhaustion from ravages of disease just what amount of food will increase the strength of the patient while its assimilation does not overtax the weakened powers. The condition of the patient, nature of the disease, age, etc., should enable the physician and nurse to determine the nature and strength of the nourishment given, also frequency of feeding. And there should be no deviation from the rules laid down by the doctor, or experiments made with dainties sent by kind but mistaken friends. If you have not sufficient confidence in your medical adviser to trust to his If you have not sufficient con your medical adviser to trust to his knowledge of how to feed your sick, bet-ter change your physician rather than risk your supposed knowledge.

SOME DON'TS.

Do not waken the invalids in order to feed them.

Do not ask them what they would like to have or even hint as to what you intend to give them.

Do not allow food to remain in the sick-room.

sick-room.

Do not use coarse, heavy china or cracked or nicked dishes or discolored

Silver.

Do not have flowers in the sick-roo that have rich, heavy odors; but place a dainty bud or biossom on the tray so that the eye of the invalid will be at-tracted and interest aroused by its

freshness.

Do not let the odors of any cooking

Do not let the odors of any cooking penetrate to the sick-room.

Do not overload the tray with food, or overcrowd the dishes.

Do not cook more than is needed for one feeding, or reheat any feeds except broths and clear soups which must be made in considerable quantity; reheat these over boiling water, so as not to allow them to reach boiling point.

MILK FOOD.

Milk is frequently the only nourish-

allow them to reach boiling point.

MILK FOOD.

Milk is frequently the only nourishment allowed a patient for weeks, especially in typhold fever, when it should be the only nourishment given for twenty-one days. In most cases the milk diet agrees nicely with the patient but when it is found to disagree the addition of a little limewater will correct the difficulty if caused by acidity of the stomach. Some require less fat and therefore the milk should be skimmed. Milk is not always uniform in quality, the amount of fat being much greater in some than others; therefore when the digestion is in any way impaired it is better to partially skim milk from Alderney cows, which yields the largest proportion of cream. The white of eggs is added to milk when the desire is to introduce a condensed and digestible form of nutrients free from solid matter. Gelatine is also added to milk, not so much on account of its

If you dont like Wheat Foods, you haven't tried Toasted Wheat Sweetened with Malt-Honey Nature's Health

is brought only to steaming point and at once removed from the stove. The liquid is but slightly changed in color, being a shade darker, like claret. This should be reheated by placing just enough for a feeding in a small cup and standing over boiling water until hot enough to serve.

Inquiries Answered.

Mrs. M. S. T. writes: "Please publish a recipe for pastry made with cream for shortening."

CREAM PASTRY.

Measure two cups of sifted flour; add a level teaspoon of baking powder and quarter of a teaspoon of sait and sirt again. Chop quarter of a cup of butter into the flour and then moisten with a scant half a cup of cream. Turn it out on the molding board and roll it out as lightly as you can until it is in shape to fit your baking dish. This crust is rolled about twice as thick as the ordinary crust for fruit pies.

ORANGE AND NUT SALAD.

Mrs. M. C. writes: "I noticed among your menus of recent date 'orange and nut salad.' Will you kindly send me the recipe?" CREAM PASTRY.

recipe?"
Two cups of the large chestnuts that Two cups of the large chestnuts that have been boiled and blanched and cut into dice. Two large oranges peeled, seeded and cut into small cubes. When the chestnuts are cold bind them well together with a good stiff mayonnaise dressing in which you have stirred quarger of a cup of stiff, dry whipped cream. Put a layer of the nuts into the sailad dish, then a layer of the nuts and so on, having a layer of nuts on top. Decorate with silices of orange cut into quarters, mayonnaise and whipped cream. Garnish with crisp white lettuce. English walnut meats may be used in place of the chestnuts if you cannot obtain the latter. You can blanch the walnuts or not as you fancy.

CASTORIA For Infants and Children.

The Kind You Have Always Bought Bears the Signature of Chat H. Witchers